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RGS Narrow Gauge on tour

- GR2812: Ridgway to Rico
- Narrow Gauge Observation Car
- Sound for a Streetcar
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One Belgian duo-fan Lionel Steam Forge Hudson is making enough for two, a 4-6-4 and 2-8-4 Berkshire. Both are machine DCC-ready. The Berkshire will be [illegible] Lionel Legacy Command. — Greg Scyoc, photo

Whether to Weather

Observation Car

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nmra magazine

The NMRA advances the worldwide model railroading community through education and standards as well as relevance and fellowship.

A story about a very active 78-year-old

President's Car

NORX President Miles Brested

Two weeks ago, the Cincinnati Model Railway Club, the oldest club which I've belonged ever since they were kids, invited me to join in 1998, celebrated its 78th anniversary at a dinner at a local restaurant. A group of about 35 met the drinks, dinner, and conversation, and a great time we had by all.

The club was formed in 1936, and its first home was in a brand-new building, the Cincinnati Union Terminal, which was built (opened) on March 31, 1933. The terminal remained the club's home until the railroads started to accommodate the gangs moving away during World War II.

[illegible] is the only charter member still alive. Unfortunately his health is not good, and he was not able to enjoy the dinner. At the outset of the club he was just a kid, he was just recently a charter member. He was 14 when the club was formed, and the group allowed him to hang around but he was not allowed to become an actual member until he turned 16. Our 14-year old boy is now the 94-year old man, and he's still on the roster!

Probably the most recognized member of the club in its history was H.E. "Bill" Deterding, who was and is well known for his series of groundbreaking articles in O and HO about steam featured in *Model Railroader* in the 1950s. Bill was the club president for a number of years, until he was transferred out of the area by his employer, the Baltimore & Ohio Railroad.

The club was also sponsor for the NMRA 1969 National Convention, which was held in downtown Cincinnati. I was thrilled to be allowed to work on the convention committee as a 14-year-old, and I had a great — very great — job in the convention service. My main enduring memories of that convention are having the legendary Bill Henry while help-ing to set up the 1860's famous portable layout that was featured for many years in the Cincinnati Gas & Electric Company's lobby, meeting Bill Waldorf and Wm. Penn, and meeting Allen McClelland on the convention floor up on the NMRA layout in Brownsburg, Indiana, and more.

Some of the club members who did the hard lifting at the convention were Charlie Salvesen, Gordon Reider, Howard Sloan, Lou Hirsch, and Nick Klatt, and they were joined by a committee led by fellow Division member Dick White, Jim Naughton, and me. (They were in the bar meeting. I was definitely in the cabaret!) The 1960s convention provided the coverage that allowed the club to expand many activities over the past 40 years and formed the basis for the convention sessions that still pay a mint of the year to its current habitants.

At the time the club had every race track in the Maywood (Cincinnati suburb) City Hall. But over the years the membership of the convention (Newport) the space where the layout was located, and the club members again are current the wilderness.

In the wilderness they remained for more than 30 years, as they were a social-eating group to members' homes. Several members, notably Gordon Fender (and Charlie Salvesen had large home layouts, and these homes were the focal points of club activity until the late 1980s.

That was the time when I was invited to join the club by Tom Mitchell, himself the builder and owner of a wonderful train layout. Soon after I joined, the club had the opportunity to move into permanent quarters once again, and we decided to accept the invitation of Harmony Lodge in Western Hills, another Cincinnati suburb. Several old friends and fellow NMRA members Frank Koch and Dick White also joined the club and we became Division 10.

Harmony Lodge is a former Masonic Lodge and was once the Wheeler Theatre. It was a great place for meetings and layout building. Our local NMRA Division folks were very generous in giving us the use of their space as well as in support of Division 10 projects and events. The club has even hosted a meeting of the National NMRA Badge Committee!

Since we moved into Harmony Lodge in mid-1981, we have been building a 1,000-square-foot double-decker train room, and while the scenery is coming along slowly, virtually all the track is in.

We have a great group of ladies and gentlemen who are now club members, and we are able to host monthly operating sessions on which all NMRA members are invited. A number of HO and N scale modular layouts are also displayed at the open-house to experience operation on 11 scale. Some of the local railroad lore (mostly his-torical, as from these tidbits, gossips, and live-wire members, and members from all over as New York, Virginia, and Texas.

The point

[redacted]

It's not just about membership

[redacted]

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Boxcar Doors

made by Donovan Waite

There are two basic types of freight car doors on boxcars — sliding doors and plug doors. The sliding door weighs about 180 to 200 pounds when opened, while the plug door is moved inward, away from the car, and does not roll off to the side. Each door type has its advantages, and the choice of designs and differences make it interesting to study. Both door types have numerous variations, depending on the car manufacturer, the railroad, when the cars were built, the intended use of the car, and repairs and damage incurred over years of service. In almost all cases, the car doors extend the full height of the boxcar to allow easier loading and unloading, to prevent damage to the car during loading and unloading of the car contents, and to provide adequate clearance for forklifts.

A boxcar door's designers had to address numerous issues when they were designing it. It had to keep the car contents dry and free of moisture and water, and light from entering the car. The door also had to be able to be opened relatively easily and be strong enough to withstand any rough shifting of the car. This helps explain why the car doors have numerous nuts or rivets. Also, the doors can be reinforced to keep bowing as the car is moved and overloaded.

The plug door has two principal advantages over the sliding door. The first advantage is that the plug door is difficult with the car's inside wall when it is closed, making unloading easier to accomplish. The second is that the plug door can have insulation on the inside, which is why the plug door is used on insulated and refrigerator cars.

Sliding doors typically weigh about 200 pounds, in contrast to the heavier plug

DOOR PARTS

1. Hasp and Strap Fasteners
2. Operating Levers
3. Lifting Lever
4. Roller Assembly
5. Top Assembly
6. Bottom Retainers
7. Door Stops
8. Door Track
9. Top Retaining 2-x Plate

SLIDING DOOR

Drawn by C.L. Klausen

doors which can weigh up to 1,800 pounds due to their more complex design and additional thickness.

Today's shippers want a wide door so that the car can be loaded and unloaded with mechanical equipment such as forklifts. Consequently, the width of the box car door has increased over the years, and many of today's cars feature a pair of doors on each side of the car to make an even wider opening. The right-hand door is designated as the main door, while the left-hand door is, by convention, opened last and closed first.

If doors are ever shown on a side, as in [illegible] they are typically both shown in the closed position, although it is not unusual to see a combination of doors open on [illegible] and closed on the other.

Below are two examples of the side of the car that can use essentially the same [illegible] depending on the particular doors' design and width. Another design variation is the all-door boxcar, which [illegible] while the main side of the car is a series of doors.

The Sliding Door

The sliding door is the oldest type of car door, now in the first position. Their design

durabilities changed over the years. Today, they are all metal construction, while the earliest doors were wood with a few metal hardware parts. For many years, the doors were corrugated to increase their strength, but wider doors typically have smooth-skin welded cover that carries stiffeners instead of the corrugations for metal.

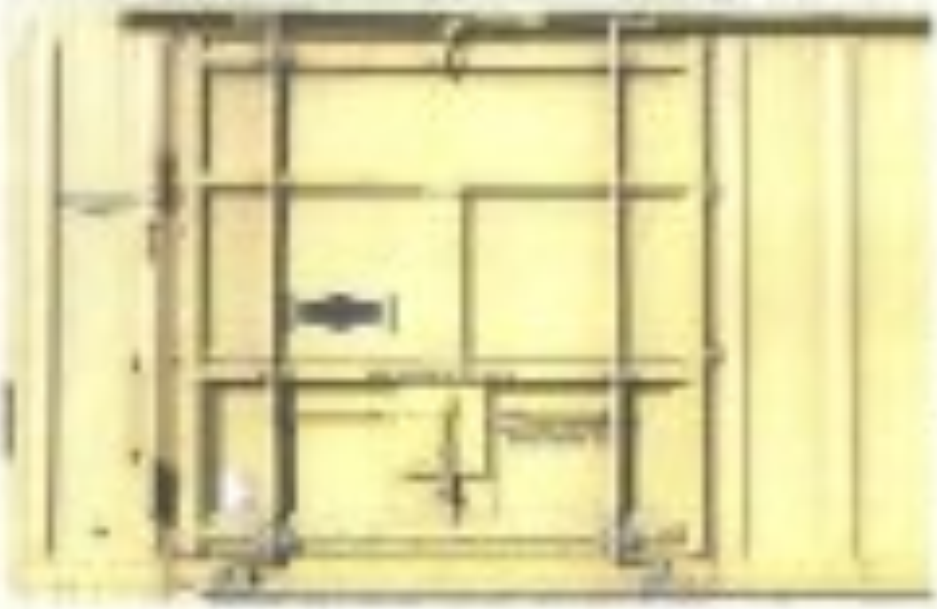
There are two basic sliding door types — the "flow rolling" door, and the "roller hill" doors. The flow rolling doors always have the rollers on the door track, and the door is opened and closed by using the door's handles. In addition to the handles, the doors may have other features, such as pusher blocks that can be used to help slide the door using equipment such as a crane, diving (a hand-operated rocker lever mount), or a forklift (although railroads frown on this practice).

The roller hill doors have a mechanism that [illegible] the car door. Lifting the lever lowers the rollers as they enter a recess with the [illegible] track, and the door can

DOOR PARTS

1. Top Retainer
2. Front and Back Stops
3. Hold Open Bracket
4. Mueller's Lock Rod Brackets
5. Door Track
6. Operating Lever
7. Connector Plate
8. Mueller's Lock Operating Bars
9. Hold Open Device
10. Top Operating Crank
11. Top Roller Assembly
12. Bottom Operating Center
13. Bottom Roller Assembly
14. Door Stops On Track
15. Top Safety Chain

GEAR OPERATED PLUG DOOR



Safety is never more of a concern than when you're working on a car, and the installation of a door opening and closing on the front of a busy thoroughfare will be a source of much consternation for the men who will have to work on and around the car.

Below: The Hudson has new plan doors, each 8 feet wide by 7 feet 6 inches high. It is interesting that the doors are painted black to match the color of the car sides. The silver letters and other relief ornamentation were also stenciled on when the car was originally built. — Thomas Hyde photos

directly rolled open or closed. The rollers must be kept in position while the door is being moved. When the door is released, the rollers move and the door rests on the low-rate track. Some of the sliding door details include the following:

• The large and long fasteners used to hold the door closed and in position when not in use, helping to prevent rattles.

• The upper and lower tracks, used to secure the door. Although the car can be moved with the door not fixed, it is more unusual to need a motor change or shift with the door open than with the door closed.

• The lifting lever, used to lower the rollers so that one can slide the door without the door being moved.

• The roller assembly, a set of rollers that the door rests and rolls on when it is being opened or closed.

• The stop mechanism, which holds the top of the door in place so that it cannot fall off.

• The bottom retainers, which hold the bottom of the door directly over the door track.

• The track stops, placed at the end of the top and bottom tracks to prevent the door from falling off.

• The stop receiving U-C plate, which holds the car door in place if the fasteners should jump off the door track.

It should be noted that there is a wide variation in car door design, especially concerning the use of the lifting lever. Pennsylvania Door and Lumber have been very prominent names in car door design and manufacturing. The car engineering sketch and photographs show the details of rolling doors.

Plug Doors

The sliding door is used on freight cars to cover most doors but not ends and must be held in place using hinges. The inside of the door must be flat and unobstructed to make the car's interior. The hinge must a permanent maintenance headache and did not work with sliding doors, so the present day plug door designs were developed.

The plug door is a more complex piece of equipment than the sliding doors. Plug doors come in many sizes and shapes, but there are two basic types, operated either with a lever or upon mechanical.

Above: A close view of the side door mechanism on Chicago & North Western No. 868019 shows the workmanship inside. The bolt and nut keep the wrapping plate from rotating as the door slides. — Richard Wallin photo

Above: CSX boxcar No. 315000 has a single plug door. It has rods (L) at top, 3 sliders left. — Thomas Dahlstrom

...ancient pipes on each side of the car door segment rolls while the gear mechanism and bottom pipes ride in a track. Behind each door is a set of cam rods that connect to the door latch mechanism. Each rod has a cam at the end that engages the latch. The cams are offset so that the rods must be pushed in different directions to open the door. Each rod has a spring to keep the door closed.

...removed on the side. Based on the worker's wardrobe (short sleeves, no gloves), the person is...

...An extremely unusual 1,000 cu-ft boxcar is the Soo Line's 10,000-gallon tank car, which has a...

...to keep the door from falling off the car if the hangers break or become loose. Guard rails on the door keep it from falling off the car if the hangers break or become loose. The parts of a typical plug door are:

• The top hanger, which holds the door in place so that it won't fall off.

• The door track, which keeps the door from falling off the car if the hangers break or become loose.

• The door guard, which keeps the door from falling off the car if the hangers break or become loose.

• The door latch, which holds the door closed so that it won't fall off.

• The door handle, which is used to open and close the door.

• The door lock, which is used to secure the door when it is being opened or closed.

• The door seal, which is used to prevent the door from opening.

• The door hinge, which is used to attach the door to the car.

• The door stop, which is used to prevent the door from opening too far.

• The door latch, which is used to secure the door when it is being opened or closed.

• The door handle, which is used to open and close the door.

• The door lock, which is used to secure the door when it is being opened or closed.

• The door seal, which is used to prevent the door from opening.

• The door hinge, which is used to attach the door to the car.

• The door stop, which is used to prevent the door from opening too far.

• The auxiliary track operating from a switch connected with the auxiliary track body brackets to secure the position.

• The top open-frame steel truss supporting rear wall to the bottom brackets to keep the car doors open.

• The top operating cradle, which are connected to the pipes at the top of the door to secure the door rail and open from the car.

• The top roller assembly which allows the door to roll open and closed.

• The bottom operating cradle, which are connected to the pipes at the bottom of the door to secure the door rail and away from the car.

• The bottom roller assembly, which allows the door to roll open and closed.

• The door stops, which are located on the track to stop the door when it is being opened and closed so that the door won't damage the car frame.

• The top gallery rack, which has a secure address and keeps the door from falling in the event the door is damaged. The door will run on the bottom of the top recovery Range.

Above: This was an unusual door-opening system. Canton's team was the first MRR layout to use this door style. The U.P. plastic was also used. The large arched roller and cable mechanism is between the two end posts of doors. — Richard Wenk collection

The accompanying photographs and details show the playdoor details.

Both these types can be incorporated in today's boxcars. The playdoors can be successfully incorporated into the doors and some concepts associated with outbuildings. The doors can be modified or installed using these photographs as guides or using your own to create the doors.

Below: This car is a typical car that can easily be converted to a door. The car is an older wooden boxcar. Both the original door and the replacement door. The Original Kingston door has been removed. The Replacement door is made from wood and is 8' tall. Click to enlarge. — Richard Wenk collection

Bottom: Here is a close-up of Canton's old-style sliding door. The door was constructed using the car side. The door has 3/4" plastic to cut the door to fit the door side. Click to enlarge to see the details. — Richard Wenk collection

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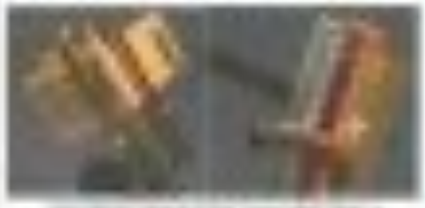

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Getting the Most from Your LEDs

Article by Dave Husher, NMRA Chief Mechanical Engineer, Silver Hill Rail – Article Code [illegible]

Over the last few months, the NMRA Magazine has published a number of articles showing how to use LEDs for static effects. Several articles have also covered the basics and how to use the optimal value for controlling current to model railroad lighting applications. A good example is the locomotive headlight or cab DC system. As the throttle advances, the headlight gets brighter, and brighter, and brighter. Wouldn't it be nice to have a circuit we could use for the same brightness regardless of the throttle setting? It is possible!

Over the last few years, manufacturers have produced new components that help control LEDs. The most interesting are the series current limiting diode or simple constant current diodes. These diodes regardless of applied voltage, within its limits. Let's look at a typical diode with the "Vmax" to limit of 35 V and a current limiting value of 20 mA. (Figure 1) At the moment we apply power, what happens? It passes 1 mA. By 12 V we get 10 mA. At around 4 volts, it's getting bright. As the voltage goes up, the LED gets "brighter" but not a lot. How far is "up"? It's all about Ohm's Law and how to use it to your advantage.

Figure 2 shows what these components look like and where (+) and (-) are located.

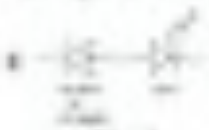


Fig. 1

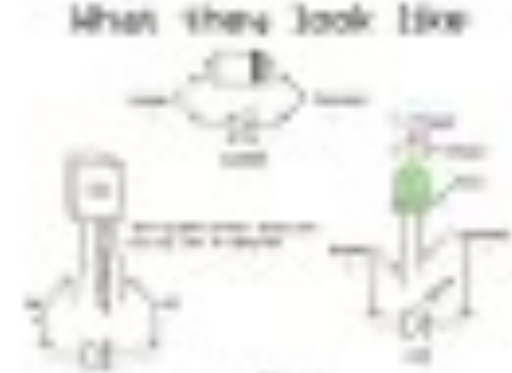


Fig. 2

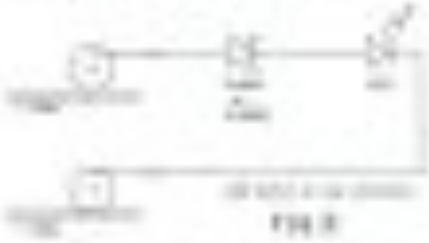


Fig. 3

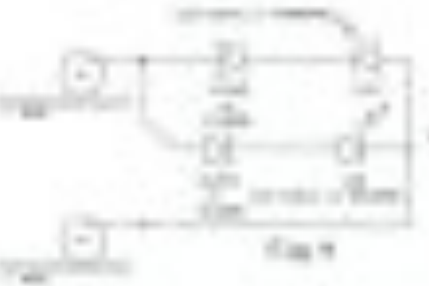


Fig. 4

Will a Current Limiting Diode (CLD) only work with one LED? Since we are using very short runs, how far can we go with it so long as they all work on 20 mA. The more LEDs you add to the string, the more voltage it takes to light them. Two LEDs would need around 8 volts. Three LEDs would be around 11 volts. For headlights and rear/rear running lights running from track power, you want them on as soon as possible. Use one CLD to run as many LEDs. Figure 5 and 6 are examples of using track power for auxiliary power applications (buildings, lampposts, and so forth), using as many or as few as "light up" as possible with your DC bus. Notice: If your bus Power is AC, use the circuit shown in Figure 5, substituting AC bus Power for the + and - rails.

There are two CLDs available, one surface mount, one through hole. Both have double diffused specifications but do the same job. Both devices are available at semiconductor and other distributors.

[illegible] P/N: [illegible] TP for $0.80 each (for 10. Max working voltage = 450VDC. Add wires to the tabs. Datasheet: http://[illegible]

[illegible] P/N: 689-CLD5-E for $0.96 each. Max working voltage = 400VDC. The center pin can be clipped. Datasheet: http://www.[illegible]

Combine the surface mount CLD (shown in the picture) with a 1N4148 or a slightly lower voltage diode with any electrical bandage, short as the wire can be to the CLD. At the request of several railroad editorial clubs, I created track power using two figure 1 circuits on a PCB. Basically all the figure 1 circuits.

Figure 8 shows the bandage for short or missing DCC circuit layouts. Since the "yellow" and "white" wires provide actual DCC, we are using the CLD to the voltage control as well as current limiting. More than one LED may be added to the string if desired. I would not exceed three LEDs, depending on desired brightness.

While intended for DCC, the circuit shown in Figure 8 will work on a DC system. However, you might want to reduce the number of LEDs in the string. Do not exceed LED and resistor wattage and current ratings. Blinking is a problem (short range C, a capacitor may be added. When I run for the "working with DC" [illegible] components specified should be good for [illegible] volts. Always remember that [illegible] 9 to 11 volts, always remember that [illegible] 9 to 11 volts, always remember that [illegible] 9 to 11 volts,

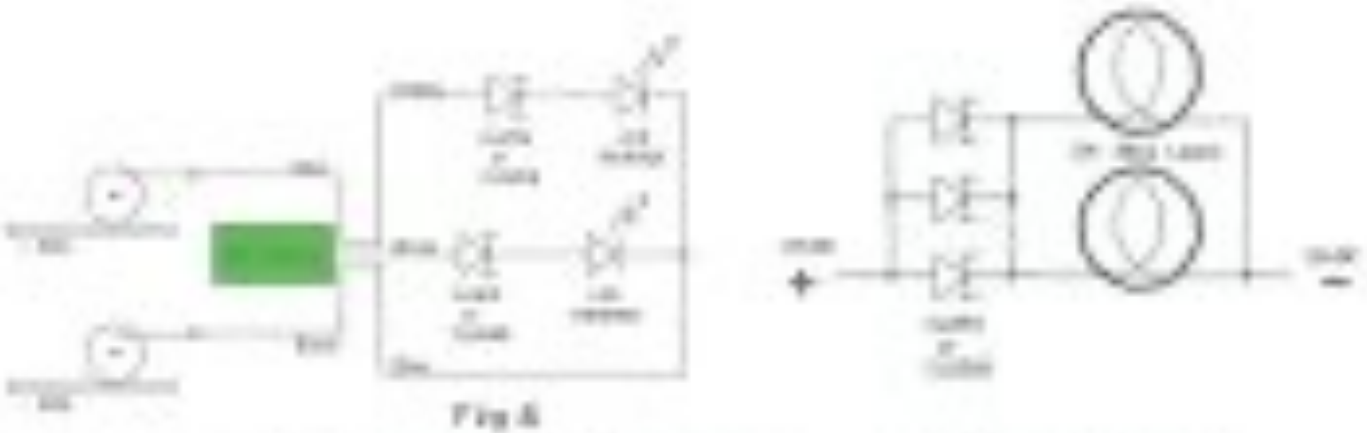


Fig 6

Fig 8

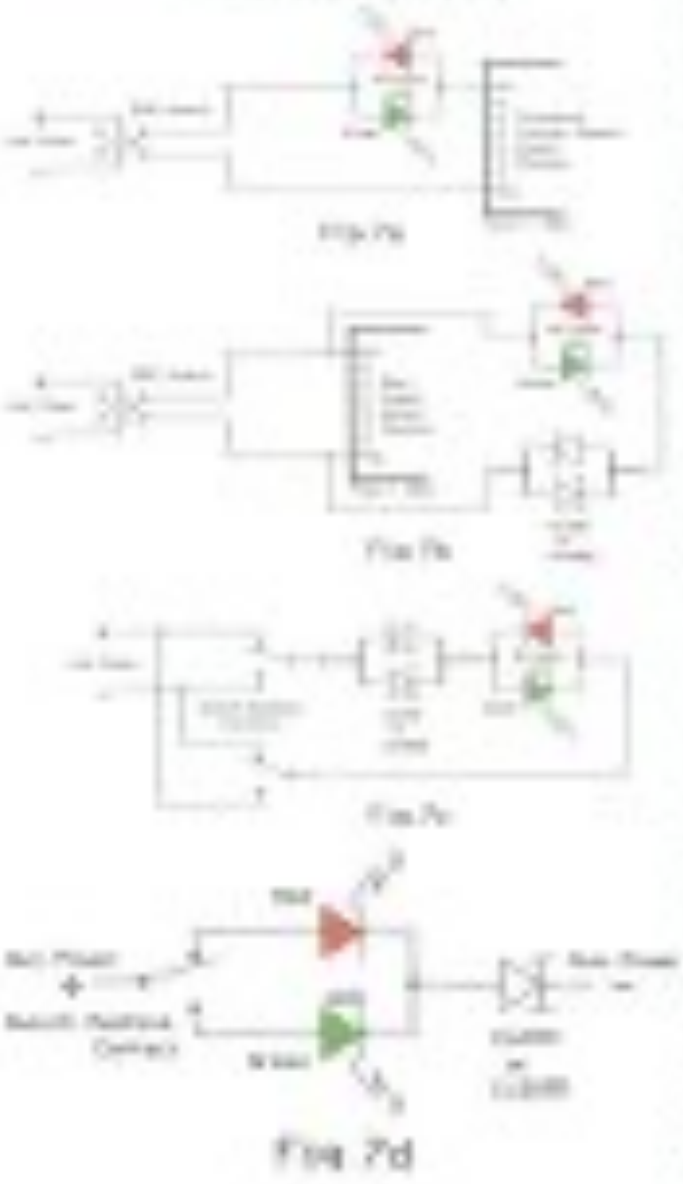


Fig 7d

PRR Standard Cattle Crossing Guard

[illegible] Railroad Journal, [illegible]

[illegible]

The "cattle guard" is used where the railroad's right-of-way has no fences or fences in poor holding cattle. The drawing presented here is based on Pennsylvania Railroad's standard design but is similar to other railroads' used. The construction is relatively simple and can be easily modified. In an area where of the structure required by those interested in [illegible] Maintenance Coordinator Master Builder — Structures.

[illegible]

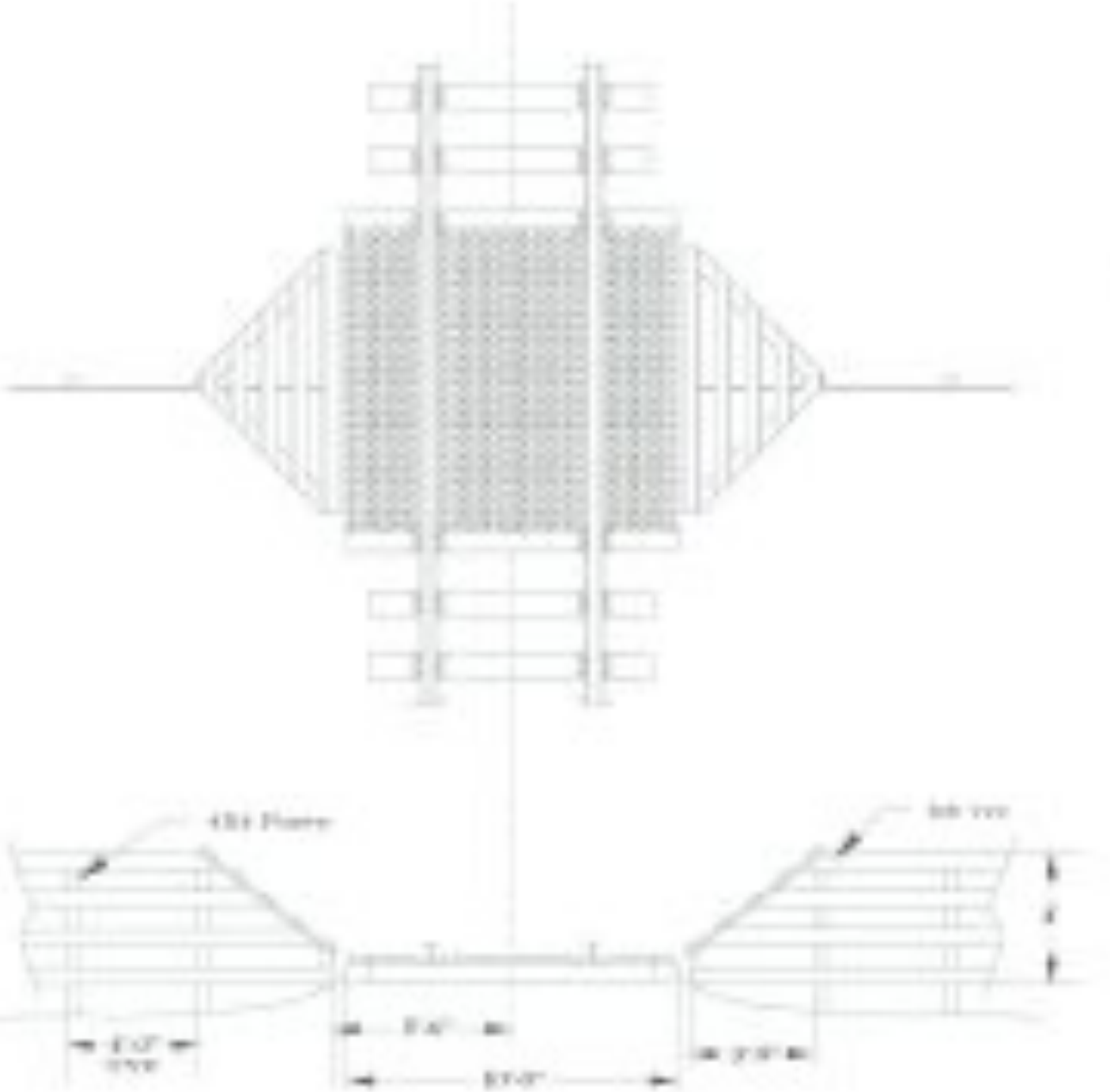
An 1880s Railroad Gazette magazine shows a typical cattle guard of that time. It consisted of a pit two feet deep by 12 feet long and six feet wide. The guard rails were normally covered with painted wood slats that ran parallel to the rails. How much metal bars or three- or four-inch centers separated them.

The grating designs varied. Besides the round bars, steel angles were used frequently, and plates with triple bars was the accepted design. The leading edge of the grating was usually slanted to reduce the chance of snagging by dragging equipment. Wing fences leading to the pit were usually [illegible] 1890s. These were sometimes shaped and [illegible] to strategic [illegible] from the track.

Railroads found that the cattle guards were costly to maintain and not as effective as believed. It was cheaper to put cinders or stones in the guards. By 1940, cattle guard use declined and evidently be found where cattle grazing was common, the principal application for a cattle guard was at the entrance to ranches.

[illegible]

You can choose to make your cattle guard in one of two ways. The first is to scrape [illegible] the Pennsylvania Railroad's design shown in the drawings. The second is to build a model similar to the one shown in the photographs, which apparently was exhibited at [illegible]. In either case, construct a [illegible]



CATTLE CROSSING GUARD

BASED ON PENNSYLVANIA RR STANDARDS

BY HAROLD MISSELL, MMH

MARCH 5, 2011

PERFORATED METAL PLATE IN
HD SVT UNIT OR SUBSTITUTE

What? No Division Activity? What Can You Do About it?

I had just received an e-mail history and went down to serve Division. I asked myself, what is happening in the Division. I'm sure not. Well, there are a couple of groups, subdivisions in effect, in the western half of the Division but nothing is happening in the eastern half where I live. What to do? I remembered what I did two years before. I got something started. It's not difficult, there's no cricket to kick, just a little effort and information and some information.

In the Beginning

Back when we started, we were one group serving districts in nine states in the entire Division. Surely, with 70 or so members, there must be some interest in being something? I combined with the president that there was nothing happening in our Division, and the current superintendent wanted to step down. I got the job! Next I needed some membership information to get started. I contacted the membership officer — in our case, a member of the Board of Directors for the Region — to see what he could provide.

After checking all data processing protocols, I sent contact details from our Region's membership Directory. But it didn't matter to all the members listed within a two-month distance from me. Today, I would use e-mail addresses as a starting point. I posted a request to the Region newsletter asking if any members were interested in getting together occasionally to share experiences and stories — perhaps even put on some clinics. I sent notes to their at my expense (not to mind a few very positive replies, almost half did not respond but I was not disappointed; it's not personal. The response to the magazine produced interesting questions — all positive. I received responses from some members in the neighboring Division and even some from members in other regions of the Division nations from where I lived.

It was clear that I had struck a chord with a good many members. I asked one of the members I knew from the nearest area in my Division if he would take another area, and he agreed. He followed up on all the responses from members in his area. I decided to host a small event — a room in a public house but on a date that would allow enough ahead to publicize in the Region newsletter. Today, I could use the Region website, too, and also web for a certain group.

The appointed day came, and 12 of us appeared, all bright and optimistic. We agreed to (1) schedule of meeting dates and venues — at members' homes and in restaurants (model railroad club premises. Each member was to arrange for host venues and (2) a list. We made steady progress — from one member to a few. Volunteers (only volunteers, they were not the right encouragement. We advised the Region (newsletter's editor of our meeting days and venues, and more members came along.

Initial meetings were from house to house or a pub or a local model railroad club or some other place of national interest. From these early meetings, we got ideas of what members are good at, what they want to, interest us, and interesting venues to host. Some members dropped out, new others joined, and attendance numbers gradually grew. We decided on a simple constitution (compatible with the NMRA Regulations and the Region Constitution), appointed a few officers, and even opened a bank account after we had decided on a name for our group.

Keeping It Rolling

The next stage was to create a purpose beyond simply meeting. Groups need a focus to be successful. So an ideal model, permanent arrangements as we used such as a clubroom. Was to be group to achieve this, but was to us. Where a group is large enough, one to several has regular interest as a more particular interest to be invited to accommodate meetings. A clubroom and track, halls are often looking for us-

Pushing On

New Division

Purgatory & Devil River Rail Road's *El Dorado Grande*

Editor's Note

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top angle. I did the same on the other side. I measured the distance between the tops of the car at the angle cut on each strip and made sure the distance was the same on each side. I then cut a strip of angle and bonded it to the ends of the frame supports running across the car. After attaching both ends, I had a rectangular frame for the frame work.

Building the Frame

The frame needed a surface to be open during construction and a piece of 1/4-inch-thick strip wood, made the perfect surface. I cut two pieces of strip wood a little wider than the top of the car. Using Evergreen screen strips, I cut and bent the frame's floor support and then cut the frame's diagonal sides with 45-degree angles on each end. I positioned the floor and the diagonal strips from the frame sides to the frame strip and the floor, and then cut and trimmed the wood strips.

When the wood dried, I cut some strips for the interior floor and painted it gold. Holes were drilled for the hand grabs and awnings and then some Sand-Blasted from hardware store installed. Next I assembled and installed Kadee No. 714 couplers using scrap wood screws. I carved the car up side down and attached the floors and screws all made from styrene strips. I assembled a Grandt Line Westinghouse brake set following the package directions and installed it on my car, completing the underbody detail. Next the underbody was ready for paint. I painted the underbody with RUST-OLEUM gold.

I allowed the car body to thoroughly dry before installing the frame's glass. Using a diamond-tipped scriber from Micro Mark, I cut the glass from micro scope slide covers. I installed them by dipping the pieces in Bottle Green Wite and pressing them in place. It takes a while for the Future to dry but the results are worth the wait. After the glass had been installed and allowed to dry, it was time to assemble the interior. The kit's left me on my own design with no style to follow or interior seats, so I improvised. I took four of the seats and backs and then cut them in half for the seats and backs and then cut them in half for the sides.

Before the floor was installed in the car body, I hand painted the Grandt Line seats black and set one attached them on the floor. Since this was a passenger car, it needed passengers. I hand painted several Preiser figures to fit the 1930s era and placed them in the seats.

When the passengers were seated, it was time to install the seats and passengers. The three seats, each passenger were glued in from one and the driver was inside the car's side support that sat on the rubber to make room. When the floor was in the correct location, I used a little Testor's to hold the floor to the car body. To make the end railings, I used Grandt Line grab handles that railings and car bumpers. Next, I attached a Grandt Line brake wheel and cut between each rail and I painted the railings, brake wheel, and bent ends gold. I painted the rubber parts of the car brass Testors Rubber Black.

It was time to decal the car. I made the car's decals on my home computer with Microsoft PowerPoint using a LASERJET font. I used clear printer transfer decal sheets. I then applied the decals to the appropriate locations on the car and coated them with clear acrylic window. I then attached MDC Roundhouse passenger cars to the truck bolsters using lengths of wire.

The hardest part about scratchbuilding is getting started. But once you do, you're able and start your finish. I've found how skills needed challenged my patience, dexterity and measurement skills. But big guys time a measure on the Hour and the frame, but don't let that discourage you from building your own. Hour. It's really kinds of fun and gives you a feeling of accomplishment knowing that it is completely scratchbuilt and you will admire it even more because you know the complete story how. Enjoy and happy scratchbuilding! Until next time, keep your eyes on the rails and sharing my success with you. Now it's your turn...and I hope you find it as much fun as I did.

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Ridgway to Rico

The Rio Grande Southern First Division in HOn3

Story by Chris Ferguson and photographs by Rob Love

I spent many childhood hours playing trains with my friend Mary Ann Rogers (who now lives in Alaska, miles). Her wide-ranging interest included a light-locomotive-steaming final sequence there once. I just haunting there HO set in 1961, an A.C.F. Gilbert switcher set — a present my Daddy! By the time I graduated from college and married, it had gotten lost in the shuffle of moves and I had no train set. We rented for several years, then built a house in Kalamazoo, where I taught high school history for 30 years. I had a 15-foot-by-30-foot layout, Montana-themed, Silver Bow to Anaconda Railroad, which was a rolling photo-op for my students. While working on that project I made two trips to Colorado, in 1967 and 1970, and fell in love with the narrow gauge. As the late Jimmie Allen David P. Morgan aptly stated, "The narrow gauge gets in the blood and it will not rest." I was definitely bitten by the narrow gauge.

Left: At 11 Argentine and the crews is starting Rico's two-geared 2-8-0 as the crews of the Rio Grande Southern Railroad have done for many years. It's a reminder of Rio Grande Southern days.

Fortunately for me, the layout in the second home would not be down the stairs (wouldn't be there 1972). So I started over. I had six sessions in HO and O decided to model the Rio Grande Southern as it appeared circa the 1940s and was abandoned gauged. I opted only like 36 (Arbridge, Mancos) a plan I could do just after, and built bridge #3-4 with the rails 4 feet 8½ inches apart.

The day a former student and co-worker, Kingston Baird (Jim Clyde) visited and played his HO's. When he C. 1 to see the result. Then did it. I found up all the HO equipment, and built my first HO engine at a new 30x144 foot space between HO's and 1986, when we made the first of what we refer to as our summer moves. Both were to homes, the layout never got very far past the benchwork stage. Many sawdusts and several large bridges between house removal the three moves and now we've constructed

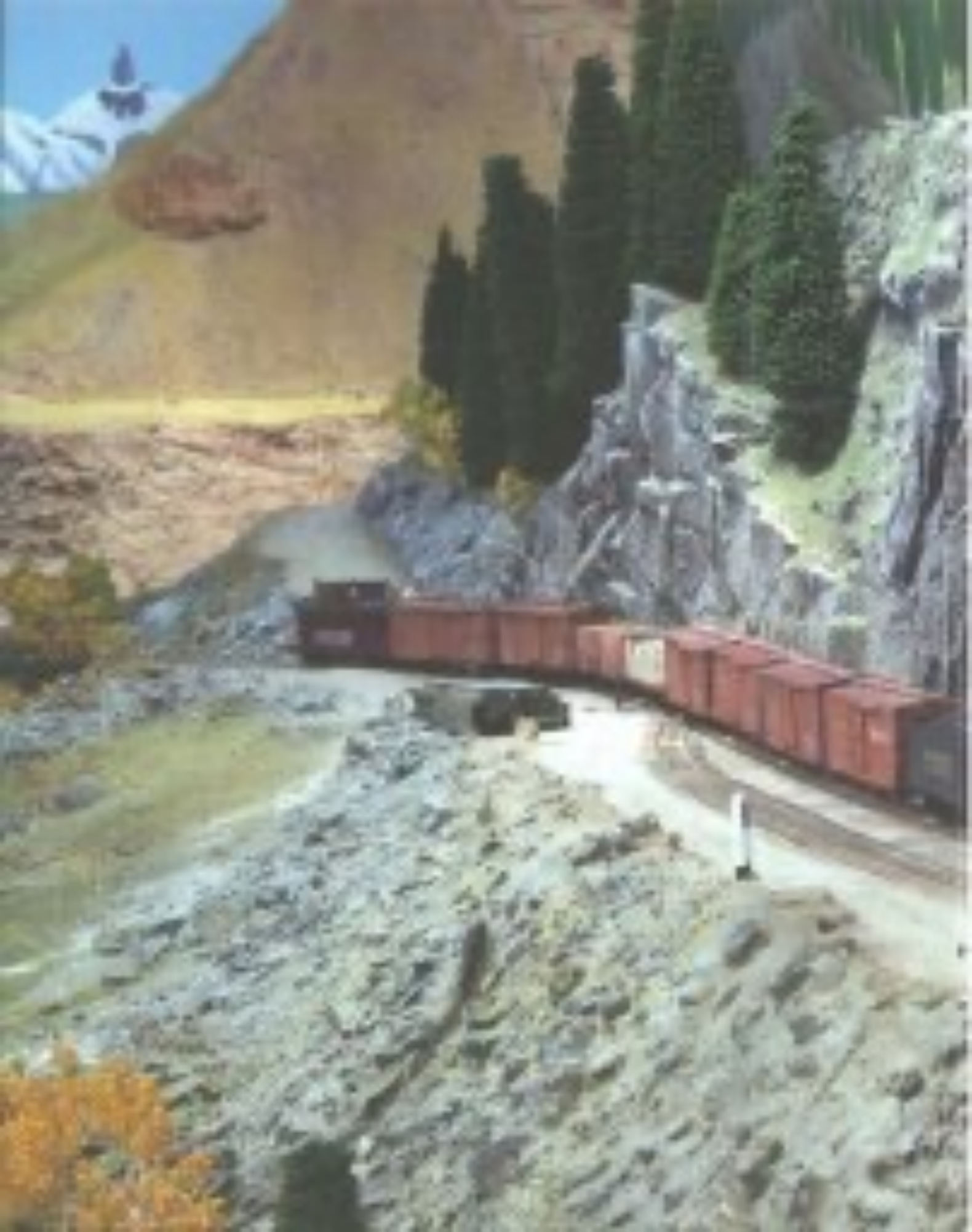

Photo by Jeff: The southbound Empire Builder rolls into Libby, Montana, on a cold, clear afternoon in late January. It was cold there, too. Note the Black Sedan at the depot. Jeff's daily 2-mile round-trip commute on regular bridge #1.

Jeff at the Libby depot, the station in the background was built in 1910 and is now the home of the Libby Chamber of Commerce and Visitor Center.

Above: A 1970 BMW R60 motorcycle. Photo by Jeff Hampton.

the winter road rally at Pendora was off Montabella, thirteen racers in two 5-person cars (plus Bob, driving a 1970 Ford Econoline van) left Grand Haul (61 miles off the Route). Headquarters for Grand Haul, where past the old sawmill in Gallagher, lake ovens, and Whitehall Arches arriving at the Race Division point. After passing Kings, the winter skies disappear into the Hebrew Passage staging ovals.

I have pretty much been a loner-wolf rambler, with the exception of longtime friend Bob during a short to Kalamazoo. A driving excursion of a year-long job in Holland with Ukon Vendor Ltd, a long-time friend (Hilary Cooke), accompanied me to Britain. 34 years after I had motorbiked Indian Valley in the 1960s. Since retirement in 2004 I have been calling on Indian Valley, where I have learned many new skills, I have learned to make better errors (first photo at the 05 Invalids motel) enabled many glasses wash and redo ordering. I especially enjoyed his leading/interim over the 05 various and building my own restaurant. We degrees in Idaho and Newfound, Green Stanton and I have and Dorothy at Grand Pendora have now shed staging. Where visiting the 05 photo by our recent three destination assistance.

Whether you are "canoe minded" or not, please ride the trip out to Holland to I can share a visit with you to the Ionchon Monument of medieval Calendar in the early part of the 20th century.

Sounds for a Birney Streetcar

I can envision countless operating scenarios for amateur operators—many large and small railroads equipped or ordered car kits to complete their third-rail streetcar fleets. That design was conceived in Charles O. Birney and was subsequently named the Birney Safety car. Almost 1,700 cars were built in the years 1914 through 1929. Many car builders participated, including St. Louis Car Company, J.G. Brill, and Cincinnati Car Company. The little Birney served 70 cities for more extensive periods and in greater numbers than any other streetcar ever built. Birneys (along with other trolley equipment) in the 1930s The cities of Birmingham, Alabama, and Fort Collins, Colorado, can their Birneys into the 1950s.

The first wheelchairs have always been popular for their modeling opportunities. Voltmeters and brass wipers have shown up since the early days of model railroading. Craig introduced an improved "Gyrocar" car in a number of liveries. The Bachmann Spectrum line recently released a beautifully detailed HO scale DCC-powered car. This article discusses the addition of sounds in these Spectrum HO Birney models.

The Spectrum model is constructed with a removable roof that covers up a full-length interior board. The Bachmann-supplied 8-21 Connected DCC motor decoder fits into a slot in the middle of the interior board and plugs into the board with a standard 6-pin plug. The model provides directional headlights, with dimming in the reverse direction. Red "tail lights" also light up on the roof with the directional reverse headlights. The car has internal lights, but the 8-21 Command decoder does not control them. The circuit board plug (Pin 1) is wired such that the headlights and rear lights are always on, regardless of which end of the car is leading.

The Digitrax SFX314S1 Sound Select decoder is a bit larger than the supplied Bachmann decoder, but some-thing has to give to make room for sound. The Digitrax decoder was designed for N scale, but with a little creative engineering it is quite capable of driving the little Birney. Similarly, the 4 Function Lighting outputs easily handle the LED lighting load. The SFX314S1 decoder is equipped with a standard 8-pin plug but the green and purple decoder wires are not connected. The center soldered dot purple wire is vacant. Pin 3, marked "optional" in the NMRA standards. Re-mapping the function inputs the cabin made it possible to control the cab lights with Function 3. Programming "1" into CV39 and a "3" into CV34 does the re-mapping.

Option	Sound Quality	Cost
Digitrax "speaker" in frame with door open	Poor	$0.00
Digitrax Speaker in frame without cover	Poor	$0.00
Digitrax Speaker in brass enclosure	Good	Minimal (for brass stock)
0.62" Speaker in plastic or brass enclosure	Best	$20 (including plastic enclosure)

Even though the Spectrum Stereo module is now available with sound, it does not have a speaker socket and there's no room for "door-mounted" sound installations. The Digitrax DZIN144PS decoder features a 25ohm 8 ohm speaker that fits easily into the locomotive. However, the sound from such small speakers is substantially outclassed by a speaker enclosure. Based on an enclosed speaker and enclosure optimized for the Stereo unit, the author decided to construct a custom brass enclosure made out of 0.015" (0.38 mm) brass sheet soldered up into a 1" (25.4 mm) square brass sheet soldered up into a

oval for a cover. The Digitrax provided speaker fits comfortably in the tube and with a little sand fits the sizes. Pictured black, the speaker enclosure is painted to match the metallic.

The DZIN144PS decoder also includes a small capacitor, which helps keep "sleep mode" from interrupting the sound produced by the speaker. This capacitor and the speaker are connected to the decoder's white and yellow wires. The white and capacitor are easy to

fit within the Stereo module's metal case, but the yellow wire is a little tricky to get through the small hole in the case.

One problem was discovered in the product prototype. The N-DH84-6 Pin plug included with the Digitrax sound decoder was a bit too high to fit under the roof of the Stereo unit.

Since the roof casting was a bit thin, it was decided that a similar sized piece of the plastic could be used for the plug assembly. Instead, the plug assembly was disassembled to leave all individual pins made by soldering the right decoder wires to pins removed, spaced from each other on the plug assembly. Inserts a

Function Keys	Set DVD
F0	Front/Rear Lights (Depends on Direction)
F1	Continuous Whistling Forward (Beeps whistling while F1 is ON)
F2	Dual or Two Trolley Groups (depending on CV134)
F3	Open Door (F3-ON) Close Door (F3-OFF) or Track Signals (as in position)
F4	Passenger Position (Beeps sounding while F4 is ON)
F5	Inside Lights
F6	Motor All Sounds
Configuration Variables:	
CV128	Master Volume (1 - 7) (M used for Motor)
CV140	Motor Volume (0-64) (1=Off, 0= Make All Motoring Sounds)
CV141	Gong Volume (0-64) (1=Off)
CV142	Controller Click Volume (0-64) (1=Off)
CV143	Compressor Volume (0-64) (1=Off)
CV144	Passenger Position Volume (0-64) (1=Off)
CV145	Door Sounds Volume (0-64) (1=Off)
CV146	Pantilion Volume (0-64) (1=Off)
CV147	Miscellaneous Voice Announcements Volume (0-64) (1=Off)
CV148	Track Signal Volume (0-64) (1=Off)
CV149	Time between Automatic Pass Beepers
CV150	Time between Compressor Cycles (2 to)
CV151	Compressor Running time (1 to)
CV152	Number of F1 Gongs (1 to 5) and Intermittent Auto Start Gong (F)

the process of creating the operating program using motion detectors and pull-down menus to select desired activities. DFB helps also simplifies the process of assembling the accessory components (control digits, program code, and robot control information). The use of Function Keys and Configuration Variables (CVs) is defined by the project. Once a Sound Project is prepared, a single .SPJ file is downloaded into the sound decoder using the Digitrax SoundLoader two-wire interface.

	References & Resources	
Item	**Manufacturer**	**Source**
MIDI Rotary Generator	Blackmore Software Inc. www.bsoft.com/midi.htm	www.hobbydirect.com, Micro Mark (www.micromark.com) and others
SDN144PX™ decoder	Digitrax, Inc., www.digitrax.com	Tony's Train Exchange - www.tonystrains.com, and others
PIU or PIU Interface with "manual mode" software	Digitrax, Inc., www.digitrax.com	Tony's Train Exchange - www.tonystrains.com, and others
Audacity sound editing software		http://audacity.sourceforge.net/
PulseWad sound editing software	TCH Railway	www.tch.com.au/software/
Big Jay Sound Project File: "Bigjay.spj" containing the sounds and software	Developed by the author	www.hobbydirect.com/products.htm
Author's Web Site	www.dickbronson.com/projects.htm	
Author's email address	rwbronson@comcast.net	

and the Legacy PR-3 or PR-4 hardware interface. More information is available on the project, as well as access to clips and other structural sound projects, on the author's website. See references at the end of this article.

The sound projects and methods adopted and developed during future research are set at Function Keys and Configuration Variables as shown in the table.

Note that it is possible to vary the sound volume setting for all channels, or selected sounds, using the Sound CVs. I'll mute all sounds while the streetcar is operating.

The Henry SoundProject includes an array of typical streetcar sounds including prepa, passenger buzzers, air compressors, car door open/close sequences with random hardware noise, motorman announcements, and track signals. Most of the sounds were recorded in October 2009 by the author at the Baltimore Streetcar Museum. Special thanks go to the dispatcher and motorman at the museum.

The Henry streetcar sound project is available on the author's website. Those attending the project are a Digitrax Intellibox II and the Digitrax PR-3 or PR-4 hardware interface. More information is available on the project, as well as access to clips and other structural sound projects, on the author's website. See references at the end of this article.

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Contributed by Charles C. Ries, MMR
Manager, Mechanics & Maintenance Department

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Atlas 40-foot Evil Shelf Car HO Scale

Reviewed by Scott Hanson

This product received a Conformance Warrant

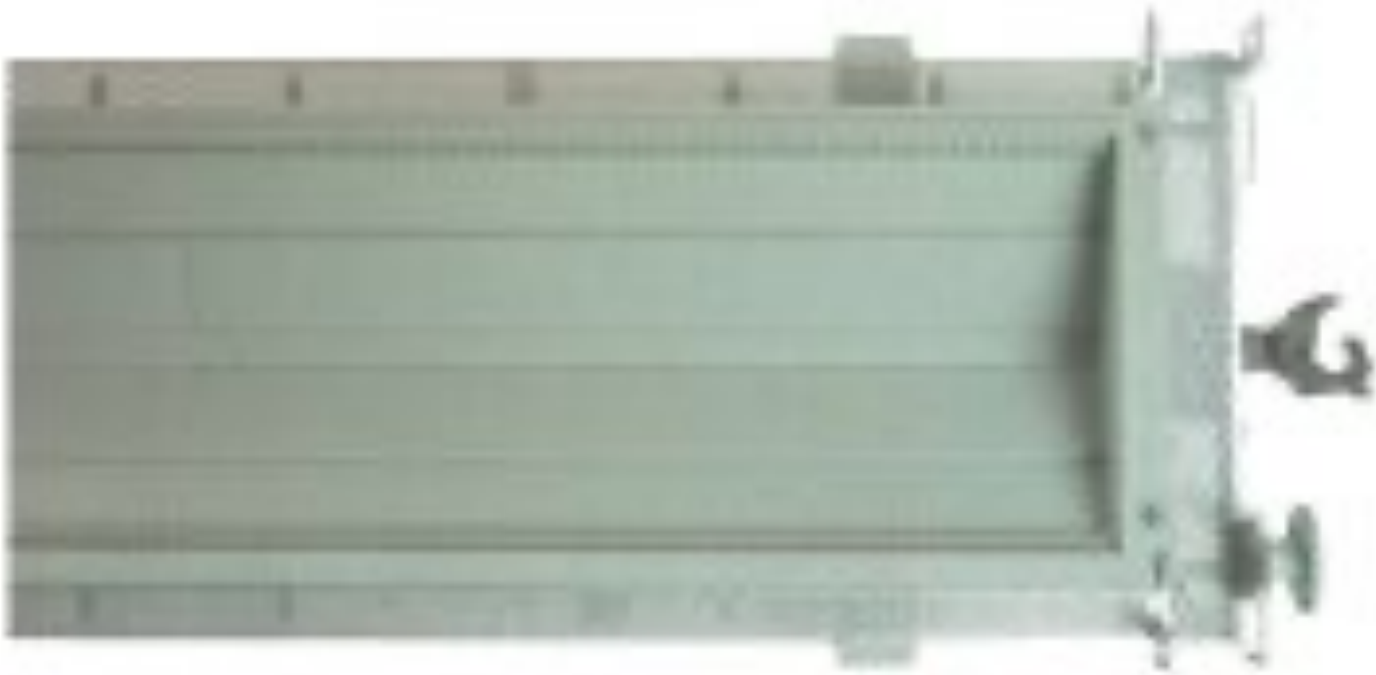
Issued: Conformance Warrant 2011-0017

If you model the modern era in HO and are looking to add a distinctive piece of rolling stock to your yard, you might want to consider the evil shelf car from Atlas.

While landing mail is certainly nothing new for the railroads, the equipment used has changed significantly through the years. Prior to the 1960s, rolled mail was usually loaded in covered gondolas or special smaller cars controlled with upright. As cars might appear, local clerking and later boxing and unloading operations were the norm. In the 1960s specialized mail cars were rolled and were designed. The Postal was an early attempt at rail mail cars with its 1960 and 1961 classes built in 1964 and 1965. Many of the early railroad mail cars were converted from box and refrigerator cars. Over the years, the design evolved into today's modern 40-foot and 50-foot cars.

Modern rail mail cars have a straight running longitudinal down the center of the car to which the rollcars. Access doors, the straight, easy for local mail handlers and the engineers and improved unloading. Removable plates attach to the edge rollers will to keep the rollcars from slipping over if the car is not completely loaded. Since the cars eventually have very few sides loading and unloading is easy. For every piece mail, a bundle, or a pair of bands, is placed over the track. The bands are secured together

Above: The Atlas railroad car represents the 40-foot passenger railroad in the National Steel Car Company (NSC) fleet. The model is offered in five road names with multiple car numbers.



is available in several different environmentally sound paint schemes for CSX, Kansas City Southern, Northwestern Oklahoma, Norfolk Southern, and Several Cars. Rivets and lettering are typical of today's freight car safety standards. Since the front is removable, extra wood angles for inserts a few cars being loaded or unloaded with the bottom doors open to a storage area. The NPC website has some good color photos of the interior, well past if you want to do some interior painting and weathering to match the prototype. [RP] Fitzgerald, Windsor, Co

Table 1. Car dimensions and capacities (Summary)

Model: Intermodal Flat Car (Approximate Overall Dimensions)	Intermodal Flat Car (HO Scale)
Length Over Pulpwood	Plastic
Length Over Wheels	Plastic
Width Over Stakes	Plastic
Height Overall	Cast
WEIGHT AND CAPACITY (Not Required for Construction)	
Light Weight	Plastic (1)
Load Limit	Plastic
Number of Cars Built	Plastic

NOTES:
1. Plastic parts are molded in colors to match prototype. If not painted, they will be gray.
2. Model cars have operating couplers. Couplers may not fit exactly with some cars. Compare cars before purchase.
3. Model cars are shown in their "Operational" configuration.

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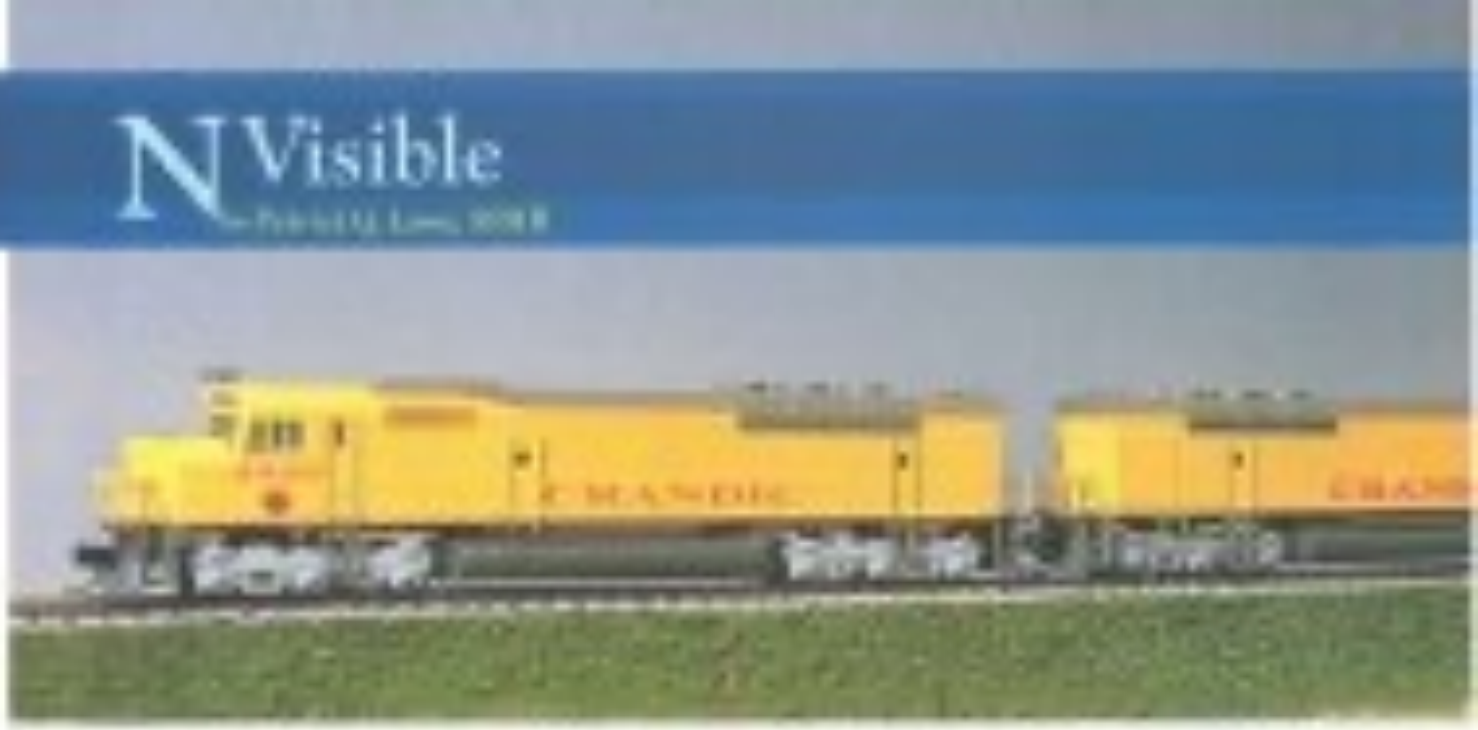

Photo-Freelancing . . . What If?

Photo-freelancing is our term for using creative operating scheme techniques to add interest and realism to an otherwise ordinary geographic location. Photo-freelancing gives you the freedom to stretch rolling stock rosters or model a specific location. Instead, you ask "what if" by placing your railroad in your favorite prototype region and operating as prototypically as possible for the era and geographic location you use.

"If Allen McClelland was perhaps the first to introduce this style of prototype-freelancing with his Virginian & Ohio. Another fine example of this prototype-freelance concept was Tony Koester's Allegheny Midland. On these layouts, we saw a combination of "what if" mixed with a prototype feel and a lot of imagination. For more information, go to the Prototype-Freelancers Modelers Special Interest Group website at http://www.prototypefreelancing.info/index.php.

My N scale Cedar River and Iowa Central Railway (the GRANDE Route) is prototype-freelanced to run from Kansas City (Missouri) southern Minnesota (Minnesota Lines) where it splits to Minneapolis, St. Paul and Chicago. Not only do I prototype-freelance scenery and rolling stock, but also the station nameplates for this and a few other railroads. I will discuss some of the station signs, while a lot of imagination and "what if's" I created for my layout.

When a little background: 14 years ago when I started this layout, I wanted a "one-room" set which I could mount and store in a box. Over the years, I have widened this room to what I call "GRANDE Train Numbering" as I show it in this article.

I don't recall what prototype I started from, but I do recall researching many different prototype train identification systems. I chose the numbering system/series/alternatives because I thought it would be relatively easy to learn. (Hind)sight was strong in that assumption. But, after 14 years, you work with what you have.

Other more modern train identification systems are used on John Parker's DRG-wide HOSE Trail Rivers Division and Bruce Smalley's N scale UDC Bicentennial Division. They use the eight-digit alpha-numeric scheme for their train identifications. (See their examples on the following pages.)

Like a lot of model railroaders, I was always frustrated . . . with the Santa Fe yellow Super C No. 5 and I would like to have a Super C on my N scale layout. Every 3 months or so, I would browse a catalog or Internet site and call it the GRANDE Super C or Train 13 (Short is best!) prototype-freelanced Train 13 for the GRANDE.

Using the GRANDE Train Numbering System, we see this is the highest priority train, a southbound TOFC ("Trailer On Flat Car") train. The Santa Fe Railroad's Super C was considered the "Lowest of the Lowboys", a super-fast, super reliable TOFC freight to move time-sensitive merchandise traffic at operating speeds of 70 mph. Train 13 is the GRANDE Super C's number.

CHART 1
Cedar River and Iowa Central Railway Co.
Train Numbering System
Freight Train Numbers

First digit equals priority
Second digit equals origin of train
Third digit equals division, North to South

1st digit is: "1" = train is highest priority
"2" = train is medium priority
"3" or higher" = train is low priority level

2nd digit is: "1" = terminates at FARO
"2" = train is to the
"3" = train is to Greenbelt
"4" = train is to
"5" = train is to
"6" = train is to
"7" = train is to
"8" = train is to Junction
"9" = train is to

3rd and 4th digits is: "odd" = train is to Southbound
"even" = train is to Northbound

Signature Selected = Modern Engineer 16, 1989

[illegible] Trains 49 Editor Update and Extra 5: Subversive passenger trains.

Additional 'Hi-Rail' TOMC data recommendations/discussion much appreciated. Every modeler/railroad is unique in its operating requirements and scope of operations. My layout is medium-small, so I do not run the Long #1, or 60-foot reefer cars. TOMC data, but use the McGinnis with two 24-foot trailers. Which is about 50 feet. But I have some cars, personal and steel less clearance than on #4 that can install. In other words I can get almost two cars into the same space as one car. This is not exactly prototypical, but a small price to pay for big time rebranding.

As the railroad's Chief Operating Officer, I live inside the CRANDIC Super C. I usually wait until the dispatcher has his hands full with a busy railroad. I climb on board the Super C's head end (Train 111 at Bennington "and take TOMC Rapt from Rockmere Hub car added to the train's consist. With all the customer info and industries I can remember, I relay the dispatcher on his/her know. I am my board, and then ride in CRANDIC's high-powered multi-purpose hoodoo. I never get on board (again) all the way to Cayuga. Until he says, that happens. But usually the crew is left alone, so the Super C may run a cylinder or worse, a cold spot. Actually, I look forward to a cold spot — that I can knock the dispatcher that there is a high priority train on my account, a flight schedule and he is [illegible] ... and a dispatcher has to tell crews to ignore the Super C so Keuren Yard when more TOMC's can be added. Device is quickly seen as an easy to Augment Yard so many have [illegible] Super C.

Train 111 is the northbound CRANDIC Super C. It is timed to leave Augustus Yard [illegible] after the eastbound AUF Super C arrives. Its schedule is not a sequential schedule. Train 111's crew will consult its station guides and will leave on staging as it is now ready to move. Until then the Super C is Train 112. Train number crew will experience the "Seniors of the Southern" under CRANDIC.

In Kevin N Fiddle columns, I hope to share some of my more freelanced scenic developed from prototype research and "what if" imagineering. The important thing is to remember this is still a hobby. Do what makes you

Train operations on the Old Shenandoah Division

Barry Gallagher's CSX Shenandoah Division was modeled following the protocol CSX standard used during the 1980s-1997 [illegible] CSX's use of the [illegible] alpha-numeric system. The system consists of an alphabetic character followed by two numbers. The alphabetic character "identifies to the train designation, identifying either the train type or a specific division (used for locals).

The next three numeric characters on the symbol are as the train number. The first digit of the train number provides information about the train type/orientation and broader geographic location, such as one of the major traffic corridors of the CSX system. CSX groups train numbers within each major corridor, with sub-groups and for more specific origin destination/commercial pairs. The final two digits indicate the scheduled or usual originating day of the month for regular trains. I bring the data to the symbol without conference when a train [illegible] and [illegible] ... [illegible] ... [illegible] ...

RTOT drivers provide radio "crew alert" alerting the "shorter priority of train crews under the Gloversdale Division Supervisor of Train Operations and dispatches were making the crews related to traffic flow and priority.

Train Identification on the BNSF Fall River Division

John Parker's BNSF Fall River Division follows the modern-day principle practice of train symbols: origin/destination, origin, and destination. As an example, the train symbol 3 ENOH1 represents a priority UNIT (3) train symbol originating in Fresno and terminating in Hillview. Other symbols used on the BNSF Fall River Division include: M for regular coal trains, I for original coal trains, F for vehicle trains, and E for loaded coal coal trains. Additionally, since Union Pacific has trackage rights on the BNSF system, all UP train symbols are preceded with an "X" as an example, X3 would use the symbol F-3 YCOL for its 3 "Coal Extra" train. Symbols and Fall River also makes BNSF crews "aware that UP symbols may vary characters for the origin and destination, instead of three."

Display Car

by Todd Ullmer

Woodland Scenics

Kato

N Scale

[illegible]

[illegible]
Schaumburg, IL 60173
[illegible]

MSCH

[illegible]

HO Scale

[illegible]

[illegible]
[illegible]
[illegible]

ESU

LokSound Select

[illegible]

[illegible]
[illegible]
[illegible]

Bachmann

G Scale, Spectrum

[illegible]

[illegible]
[illegible]
[illegible]

NMRA BULLETIN

Changed your address or other membership information?

[illegible]

DEPARTMENT & PROGRAM MANAGERS

[illegible]

REGION PRESIDENTS

[illegible]

ACHIEVEMENT PROGRAM

NSBA's AP Contest Leaders

January 2013

Top Score Award

Mid-Central Region
Gordon Cochran, Dayton, Ohio
John Reynolds, Cleveland, Ohio

Mid-Eastern Region
Mark Addleton, Arlington, Virginia

Rocky Mountain Region
Rich Fleischer, Aurora, Colorado
Robert Jones, Aurora, Colorado
Bill Roebuck, Aurora, Colorado
Jay Whitney, Lehi, Utah

Southeastern Region
Jacob Alcombe, Newton, Florida

Thousand Lakes Region
Kurt Bonenkel, Eagan, Minnesota

Master Builder — Diamond

Pacific Coast Region
Frank Hendricks, Rancho Cucamonga, California

Pacific Southwest Region
Gordon Geiger, Tucson, Arizona

Master Builder — Gold

North Central Region
Marvin Lobo, Macomb, Michigan

Pacific Coast Region
Noel Andrews, Fullerton, California

Pacific Southwest Region
Bill Libby, Surprise, Arizona

Rocky Mountain Region
Donald Newell, Parker, Colorado
William Henry, Centennial, Colorado

Master Builder — Gold

Mid-Continent Region
Don Bell, Palm Springs, Missouri

Classic Builder — Gold

Mid-Continent Region
Don Bell, Palm Springs, Missouri

Rocky Mountain Region
Bill Talley, Evanston, Wyoming

Southeastern Region
David Gilbert, Hampton, Georgia
Peter Lamb, Evans, Georgia
Robert Wood, Evans, Georgia

Architect — Gold

Mid-Continent Region
George Mahrdt, Crestville, Iowa

Rocky Mountain Region
Gary Myers, Aurora, Colorado

Southeastern Region
Boyd Bruce, Jacksonville, Florida
Thomas Hammond, Titusville, Florida

Thousand Lakes Region
Paul Ulbrich, Winnipeg, MAN, CAN

Architect — Silver

North Central Region
Edward Rosevelt, Livonia, Michigan

Northeastern Region
Bruce Hoffberg, West Milford, New Jersey

Bond Wizard, Durham, Connecticut

Pacific Coast Region
Larry Johnson, Oceanside, California

Pacific Northwest Region
Andy Dell, Meridian, Idaho

Master Builder — Silver

Mid-Continent Region
Don Bell, Palm Springs, Missouri

Mid-Central Region
Jason Wisner, Belle Vernon, Pennsylvania

Niagara Frontier Region
Ronald Calpietro, Orillia, ONT, CAN

Rocky Mountain Region
Gary Myers, Aurora, Colorado

NEWS FROM HEADQUARTERS

Notice of 2013 Elections

The following NSBA Officer and Board of Directors positions are open for election 2013:

1. At-Large World Wide Director
2. Western District Director
3. Atlantic District Director

Please check Article III, paragraph (c) of the NSBA Bylaws Handbook, EHB, located at http://www.nsba.org/national-organization/vision_organization.html for the terms of the districts affected. Qualifications for candidates are listed in the EHB.

All nominations of candidates' names for consideration by the Nominations Committee shall be submitted to Debbi Voss, Chairman of the Nominations Committee, dvoss@pennsgrove.com, no later than June 10, 2013.

Candidates may wish to visit the slate positions by petition and not be subjected to the discretion of the Nominations Committee. Requirements for submitting by petition are contained in the EHB. All nominations by petition shall be received by the Secretary NSBA, no later than July 31, 2013.

WINTER BOD MEETING NOTES 2013

Financial news for 2013 a pleasant surprise

Report by Tom Kenney

At the annual winter meeting, held February 7-9, 2013, in Las Vegas, Nevada, the Board of Directors was pleased to receive a positive report on the financial performance for 2012 from Chief Financial Officer Frank Kelly.

"In 2012," Frank reported, "we saw increases in membership renewals for a welcome surprise — surprising, since the 2012 annual budget projected declines over 2011. We are significant increases in revenue from our state chapters, strong responses to the calendar and label projects, strong advertising sales for the magazine, and better-than-expected results from the convention and trade show in Anaheim, California. We also saw the results of fiscal controls we managed personnel costs, magazine costs and program costs (without reducing services). The bottom figures were reflected because the announcement of the date increase before a number of members paying above 2012 dues, rather than renewal, thus ending 2012 approximately

"Assuming all the conventional centers across the country are utilized, the Maryland Club could accommodate approximately 1,000 attendees. Additional dimensions and processing rules for the first full round of proposals [due] October 15, 2010, will be developed by Educause [after a similar] separate initiative is launched from the NSF[Net] kicked off its regional campaign in Sacramento, California. The campaign will continue into 2011."

The BOD approved the 2011 budget (approximately $1.7 million) at the winter meeting. "Since we are in the first year after a dues increase, the budget shows a modest surplus (about equal to the dues increase) that will carry us over the next several years before dues needs to be increased again," Rand reported. "Dues [will be] level, and year 3 will be a slight deficit. We must continue to be diligent in managing expenses so these assumptions remain valid."

"Importantly, we were able to allocate funds for several important member-benefit projects that were previously unfunded — a Web management system, a new member database, an emphasis on conferences that will no longer be supported by membership dues, [and] increased media appearances and development of new products and vendor relationships."

Rand cracked his crystal ball by noting that the 2012 budget also includes monies to cover the possibility of a change in venue, and to cover potential increases in travel costs for the regional and NAIS meeting.

Marketing the NMRA

Efforts were [made] the NMRA will be considerably expanded with the appointment of a new Marketing/Creative Action Team professionally qualified candidates are [volunteered] to help us create a marketing plan [intended to] demonstrate the value of NMRA membership and publicize our [new] brand's recent contributions to the hobby of railroad modeling. Bonnie's group, a Marketing Director and assistant will be selected.

The NMRA as a whole should be very proud of the fact that we have been able to offer membership [more than] a million and [are] increasingly well-organized [and] of our members, also as a [one,] when many hobby [organizations have suffered] significant [declines] losses and [are] private organizations [and] shape [are] designed [accordingly]. Our Red Ribbon program has been a key to this effort. While [some of] [personal] [descriptions] [are] [the] [NMRA] [and] [its] [members] [and] have] [recruiting] [as] [full] [members] [that] [can] [be] [increased] [to] [about] [80] [percent]. A [study] [approved] [NMRA] [discovered] [that] [losses] [primarily] [in] [members] [retirees] [and] [accomplishments] [has] [also] [contributed] [to] [our] [stability].

Nonetheless, [we] [would] [like] [to] [see] [our] [membership] [grow] [beyond] [the] [current] [29,000] [member] [level], a challenge [that will] [further] [test] [Marketing/Creative] [Committee] [if] [one] [is] [in] [place] [and] [has] [had a] [chance] [to] [present] [recommendations] [for a] [push] [toward] [to] [the] [Board] [of] [Directors]. [We] [expect] [several] [departures] [to] [be] [completed] [to] [approve] [blocking's] [end] [role].

Brandon Miller [Board] [also] [introduced] [Allen] [Anderson] [as] [the] [NMRA's] [new] [Development] [Department] [manager]. [Both] [originally] [Abbotsville], [Anderson] [for] [Salt] [Lake] [City, Utah, Chamber] [of] [Commerce].

Attendance tops 2,000

[Convention] [Committee] [chairman] [Ron] [Merrill] [formally] [reported] [that] [attendance] [at] [the] [convention] [reached] [2,000]. [The] [Board] [again] [congratulated] [Ron] [and] [his] [convention] [committee] [for] [a] [job well done].

Next up is [actually] [located] [at] [and] [Rapids, Michigan (NMRA Group)] [for] [the] [2010] [convention]. [Check] [www.nmra.org] [for] [registration] [and] [program] [information]. [Following] [our] [Michigan] [convention], [a] [decision] [Georgia] [in] [2011], [then] [Cincinnati, Ohio], [and] [Portland, Oregon]. [We] [expect] [a] [second] [U.S.] [destination] [in] [2016].

And now for something completely different....

[The] [proposal] [to] [follow] [in] [the] [footsteps] [of] [other] [organizations] [by] [buying] [an] [on-county] [center] [that's] [capacity] [on a] [regular] [moving] [event] [between] [Vancouver, British Columbia, and] [San Diego, California], [has] [attracted] [enthusiasm] [from] [convention] [and] [has] [become] [considerably] [bold].

[Nonetheless], [it's] [clear] [that] [we] [can] [not] [continue] [to] [do] [the] [same] [thing] [we] [did] [year] [to] [year] [to] [year] [and] [still] [expect] [markedly] [different] [results]. [As] [a] [result], [we] [need] [to] [have] [alternatives] [that] [are] [clearly] [a] [departure] [from] [our] [current] [table] [session]. [To] [that] [end], [Roberts, Director] [Bobby] [Clarke] [is] [discussing] [the] [feasibility] [of] [holding a] [home] ["national"] [convention] [in] [Hyde, England]. [The] [1971] [NMRA] [National] [Convention] [in] [London] [was] [outstanding] [[more] [to] [report] [on a] [possible] [but] [here] [on] [this] [Pacific] [Division] [Brian] [Evans], [is] [also] [exploring] [the] [idea] [of] [a] [convention] [Union] [Station] [possibly] [in] [the] [Sydney] [area].

[The] [entire] [MER] [Division] [of] [the] [Northeastern] [Region] [has] [formed] [new] [Hampshire] [some] [for] [its] [District] [members], [so] [it's] [clear] [that] [interest] [need] [is] [popular] [among] [our] [members] [Cumberland] [Valley] [and] [when] [new] [members] [become] [since] [the] [NMRA] [has] [added] [new] [meeting] [locations] [as] [its] [normal] [convention] [venues], [we] [were] [told] [that] [NMRA] [membership] [has] [never] [been] [easier] [to] [query a] [member] [who] [could] [attend] [their] [favorite] [electronically] [wouldn't] [give] [us a] [second] [look].

National Convention naming policy

[It is now the] [policy] [of] [the] [NMRA] [to] [name] [National] [Conventions] [the] [format] ["NMRA's] [City] [Year."] [Therefore] [convention] [in] [Minneapolis] [would] [be] [named] ["NMRA] [Minneapolis 1999."] [This] [will] [help] [to] [avoid] [the] [NMRA] [and] [one] [of] [its] [cities] [with] [the] [while] [working] [to] [create] [the] [customer] [to] [a] [member] [who] [is] [and] [where] [whatever] [convention] [will] [be] [held].

In addition to the normal name in the NMRA City Year format, the host committee may use a catchy slogan such as "Super City Express."

Standards and Conformance

[Daniel] [Rivers] [provided] [an] [update] [on] [the] [development] [of] [product] [that] [conforms] [to] [proposed] [standard] [S-9.1], [which] [covers] [the] [new] [NMRA] [uses] [protocol] [for a] [standard] [connector] [that] [will] [indicate] [operation] [of] [all] [electrical] [and] [electronic] [devices] [exclusively] [produced] [by] [owners] [of] [model] [movements]. [These] [include] [signal] [systems], [switch] [motors], [controllers], [and] [so] [on]. [At] [least] [four] [manufacturers] [are] [now] [producing] [products] [that] [meet] [the] [new] [standard].

[The] [Board] [will] [receive a] [final] [report] [at] [the] [summer] [BOD] [meeting] [in] [Grand] [Rapids] [and] [then] [hopefully] [vote] [on] [the] [new] [NMRA] [Recommended].

Hands across the ocean

[The] [BOD] [approved] [an] [agreement] [of] [cooperation] [between] [the] [NMRA] [and] [Rivets, a] [membership] [of] [over] [100,000] [railfans] [and] [model] [railroaders] [in] [China]. [The] [agreement] [authorizes] [exchange] [of] [information] [between] [the] [two] [organizations] [for a] [one] [year] [and] [will] [provide] [complete] [benefits] [to] [members] [of] [both] [organizations].

"We're speaking the common language of model railroading," said NMRA North American Liaison Charlie Getz. "It's a language that transcends politics and borders, and brings together modelers who look at the globe for friendship and cooperation."

As a young and growing organization, Mania is particularly interested in learning from the NMRA. "That includes everything from how to put on clinics to renewal organization," said Frank Liu, an Asian American who oversees operations of Mania and liaison to the NMRA, and who was instrumental in planning the agreement signing.

Benefits to members on both sides of the globe include:

- Many pioneering NMRA standards in China.
- NMRA members having access to news, products, and worldwide contacts from Railfan and Model Train magazines, two of the most popular publications in China.
- NMRA and Mania promoting each other by publishing news articles, product evaluations and information.
- NMRA and Mania members enjoying many of the benefits of each organization, including member discounts, train shows and clinics.

"The horizons [are]," said Getz. "In three years NMRA members have had 100,000 friends in China. In all my time who is fortunate enough to meet foreigners and is interested in seeing train-related sights, no one here can hide much."

NMRA Volunteers Honored

Several members have expressed concern about the lack of recognition for candidates for national offices. In all cases, these candidates had been nominated by the Nominating Committee but withdrew because of media coverage. The BOD also heard a report that a Division was disbanded because no one was willing to run for office, as the position is open to all levels of the Association. Moreover, a lack of volunteerism is reported to be a contributing problem for non-profit organizations of all types.

The Board is therefore exploring ways to increase member interaction in volunteering so that the office of all the Association. A formal report will be presented at the summer BOD meeting, which will be held on the Friday and Saturday preceding the 2012 National Convention in Grand Rapids.

Dean Freytag Award Presented

The Board approved a motion to create the Dean Freytag Industrial Innovation Award, named for long-time NMRA official and prolific modeler Dean Freytag, who passed away in 2011. The award will be presented to a modeler who, in the opinion of the National Contest Chairperson, best demonstrates superior craftsmanship in the construction of an industrial structure created in the model railroad environment. The award will be funded solely by donations made in Dean's memory.

NMRA Volunteers Honored

The Board thanked retiring directors Dave Hillman (Canada), Brett Jones (Pacific), and Gladis Gee (North Eastern) for their service to the NMRA. They also received the President's Award for ten years of service on the BOD.

The winner for BOD meeting was announced as secretary of Gene Austin, a long-time PR executive, and Lisa Young, NCR Division #3 Superintendent and BOD Secretary Elect. The Board extended its best wishes to Vice President Administration Dave Thompson and his wife, Linda, who is recovering from medical procedures.

HMR EARNED

Bob Hayward, Jr. earns NMRA HMR

I am very pleased to join the group of Master Model Railroaders. Like so many others, I started as a youngster with a Lionel train set, a couple of pieces of track and a transformer. My "layout" was moved from the family room floor to Chicago to Detroit. Over the years, my interest in railroading never waned or diminished. While the interest was present, other pursuits and their meetings took precedence.

Once the major issues of marriage and family were settled, I started on my HO scale layout. Using plans found in Model Railroader, I constructed my original version of the York Central Railroad. As an avid reader and follower of the articles in the magazine, I began using all the construction techniques I also built and used Linn Westcott's "Into T Gauge." I followed in Linn's footsteps as much as I could, including becoming an avid reader of the Prototype Model Railroader group. Their activities sparked his direct participation, too—the construction of my own basement layout. I was not ready to commence railroad writing, as I limited my interests to the years era of the 1930s to 1950s.

I worked in the industrial electronics parts field for seven days every week. After that period I returned to university life and earned a teaching certificate. I was able to

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Light (and heavy) reading from the Kalmbach Memorial Library.

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- Published by The Atlas Portland Cement Company in 1909
- 88[illegible] pages, 6¼ x 9" format, hardcover with dust jacket
- New foreword by Tony Koester, MMR Board member and well-known model railroading author and editor
- Many fully black-and-white photos and illustrations
- Original preface written by [illegible], a civil engineer described as one of the leading concrete experts of the time
- Publication the use of concrete in numerous railroad applications, including bridges, piers, retaining walls, stations, tunnels, and many others

$25 $35

Club Car

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

EVENTS

Carmody, Belinda; Columbia, Pennsylvania—[illegible]

Carmody, Rosanna; Manchester—[illegible]

Colville, Rhonda; Charleston—[illegible]

Johnson, Reginald—[illegible]

California, San Pedro—[illegible]

Colorado, Denver—[illegible]

Florida, Miami Beach—[illegible]

Georgia, Atlanta—[illegible]

Illinois, Glen Ellyn—[illegible]

Maryland, Severna Park—[illegible]

New Hampshire, Manchester—[illegible]

New York, Rochester—[illegible]

New York, Syracuse—[illegible]

[illegible]

[illegible]

[illegible]

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Library Car

Books and Video Announcements
by Steve Lambert, Library Director

Publishers of books, magazines, DVDs and videotapes, audio recordings and computer software who would like a complimentary announcement should send a copy of their product, along with suggested retail price and a brief (50 word) description to "Book Announcements," Railroad Museum Library, 2411 Greenwich Road, Chattanooga, TN 37421-1119. All materials will be placed in the Library for use by NMRA members and other patrons.

Featured Book

Images—A Model Railroader's Memories

By Fred Lagua. Published by Fred Lagua, 911 Spotswood Trail, Ruckersville, VA 22968. To order, please visit www.modelrailroadphotography.com or write to the address above. Hard cover with dust jacket, 7½" x 10", 125 pages, numerous black and white and color photos, $39.95 plus shipping.

Through a series of model railroad photographs and a simple first person narrative, Fred Lagua tells the story of a young man's serendipitous entry into the model railroad hobby years, when the world did not seem so complicated as it does today. Jean Huntington collected a large collection of Kodak Vinyl railroad photographs. The photographs are an amazing assortment of days past and finally a device to reveal Jean's beloved western Maryland, Potomac steam locomotives, Allegheny Central Railroad and the Incredible short lived Mt. Union Bluegrass Central. Online reviewers, fascinated by the changes that have taken place over just the years and villages lost to fast growth.

Crescent is an interesting and nostalgic look at the past filled with full page, super realistic photographs — mostly color — of the author's model railroad. Each book, edited with great ideas for model railroaders and a "must have" for every railroad enthusiast.

Books

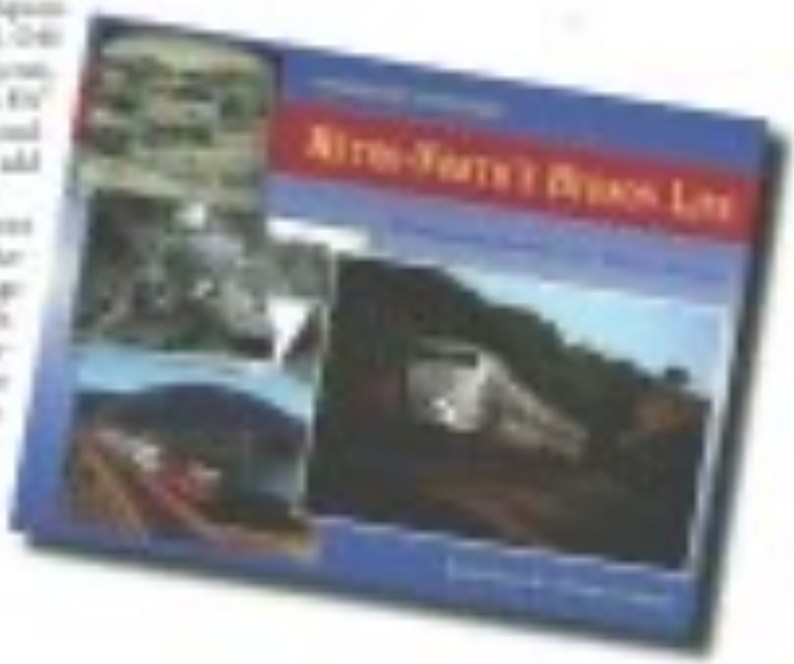
Scenes Along the Rails: The Rutland Railroad, Artwork by Richard Faust

By John W. and Suzanne C. Hudson. Published by Clayton Station Publishing, 6681 Loveland Miamiville Road, Loveland, OH 45140. To order, please visit www.claytonstationpublishing.com, call 513-677-5959, or write to the address above. Hard cover, 10½" x 13" landscape format, 128 pages, 160+ color and black and white illustrations, $44.95 plus shipping. Ohio residents add local sales tax.

Rutland's Bellows Falls Subdivision combined a scenic line from Burlington to Rutland and Bellows Falls, Vermont, to Devereaux, 1940, connecting Boston with the Connecticut River and Lake Champlain also by sportsmen's Green Lakes and resorts in New England mountains. The line also fed Rutland's Northern Railroad. This 128 page oversized hardcover salute the modern book is also part FEF's excellent volume was long. Experts may continue to praise Lamoille Canyon Mountain from Rutland to Bellows Falls featuring images of locomotives, railroads, and storefronts "scenic stories" in the Golden Age of Steam.

Railroads Over Time: Interior, Scenic & Exterior Lens ...Photography and Observations.

By Thomas V. Pancrazio. Published by Depot Square Publishing, 6889 Loveland Miamiville Road, Loveland, OH 45140. To order, please visit www.depotsquarepublishing.com, call 513-677-1949, or write to the address above. Soft cover, 8½" x 11" landscape format. 160 pages. 270+ color and black-and-white illustrations. $39.99 plus shipping. Ohio residents add local sales tax.



Depot Square Publishing's Railroads Over Time mixes color vintage photographs through contemporary editorial that uses the evolution of a railroad's railroad from the Golden Age of steam to the modern era of electric and unpowered diesels. Meeting deserved its 20th anniversary in 2008, the Akron, Canton & Youngstown Railroad's Akron-Youth's Steam Line was the subject of a book published by Depot Square Publishing. Railroads Over Time includes scenes of the steam locomotive era in the Akron, Canton & Youngstown Railroad's Akron-Youth's Steam Line, as well as scenes from the Akron, Canton & Youngstown Railroad's Akron-Youth's Steam Line, as well as scenes from the Akron, Canton & Youngstown Railroad's Akron-Youth's Steam Line.

NMRA Hobbies Day Museum

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History in a Click

The Michigan Limestone and Chemical Company began production in 1913, operating what would become known as the world's largest open pit limestone quarry. Thompsonville — named Cedarville — is on Route 131, Michigan, on the border of Lake Huron. The company commonly utilized steam locomotives and dump cars to haul stone from the quarry as rocks were processing to take place. Among the cars used was the Dump Down the Dump Car featured in the accompanying photos. Constructed in 1899 by the Western Wheeled Scraper Company of Aurora, Illinois, this particular type of car was marketed as having "strictly construction for moving particularly soft, but low on consumption." Many Class 1 railroads, including the Navy Marine, Rock Island and Illinois Central, also used Western dump cars, although they typically were for maintenance of way purposes. — NMRA Collection

The NMRA Online Archive

Just a click away! Our unparalleled collection is at your fingertips, so you can browse as it really was to guide your layout, or help your modeling or further your understanding. NMRA members can download high-resolution photos, drawings, diagrams, and maps for just $2 each. Visit www.nmra.org and click on "NMRA Online Archive." Then let the history begin!

National Retailers

ADVERTISER INDEX

DCC

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N Scale

EMC's Gas Electric self-propelled passenger car, nicknamed the "Doodlebug," proved to be an economical solution for shortlines from the 1930s right up to the '60s. Our DCC-equipped Doodlebug with Trailer Coach brings the prototype's efficient design to N scale with die-cast construction and extensive Bowser detailing. Visit your favorite hobby store to extend the Doodlebug's appeal to your customers or branch line!

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